

# NATIONAL IDLING REDUCTION NETWORK NEWS

April 2005



## SOLICITATIONS

### SmartWay to Fund Up to \$5 Million in Grants for Truck Idling Reduction

The U.S. Environmental Protection Agency's (EPA) SmartWay Transport Partnership will award up to \$5 million for grants that demonstrate innovative idling reduction technologies across the spectrum of the trucking industry from the manufacturer level to trucking fleets and at truck stops, ports, and borders. The grants will be available to States, nonprofits, and academic institutions demonstrating strong partnerships, among other criteria, with the trucking industry. EPA is requesting proposals for initiatives to deploy and demonstrate three kinds of commercially available technologies:

- Technologies that small trucking fleets can use to equip trucks they already own
- Technologies that can be packaged by truck engine manufacturers into an easily used installation kit for aftermarket use, and
- Technologies designed for use by trucks parked at truck stops, terminals, ports, and borders.

The full solicitation is available at

<http://www.epa.gov/air/grants/05-09.pdf>, and the deadline for receipt of proposals is June 6, 2005. EPA anticipates announcing the grant awards in the fall of 2005. *Source:* Paul Bubbosh, U.S. Environmental Protection Agency

### EPA Announces New Grant Program for Community-Driven Projects

EPA recently announced a new grant program, the Community Action for a Renewed Environment (CARE), which is designed to establish a series of multi-media, community-based, and community-driven projects to reduce local exposure to toxic pollution. Through CARE, EPA is partnering with communities to help them create collaborative stakeholder groups that may include community organizations, other non-profits, State and local government agencies, other Federal agencies, businesses, and academia. These stakeholder groups will use EPA cooperative agreements and other funding to select and implement local voluntary actions that reduce local exposure to toxics. This program will provide technical assistance by helping communities identify and access opportunities through a wide range of voluntary programs.

The program will award \$1.65 million in grant money through two levels of funding. Under Level I, communities will receive an average of \$75,000 to establish collaborative partnerships and set priorities for reducing toxic risks in their local areas. Level II offers approximately \$300,000 to communities that already have a broad-based collaborative partnership, have identified priorities, and are ready to implement risk reduction strategies. A total of 10 projects will be funded nationally in Fiscal Year 2005. For more information on the CARE Initiative, please go to the following web site: <http://cfpub.epa.gov/care/>. The RFP can be found at: <http://www.epa.gov/air/grants/05-08.pdf>. The closing date for the submittal

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of initial proposals is 4 p.m., EST, on May 20, 2005. *Source:* Julie Magee, EPA Region 5

## **Pennsylvania Small Business Advantage Program to Receive More Funding**

The Pennsylvania Department of Environmental Protection is redirecting \$500,000 into its new Small Business Advantage Grant Program, which provides a 50-percent matching grant of up to \$7,500 to pay for equipment or finance process changes that reduce energy consumption and prevent pollution. The grant program, which is open to small business owners whose business or facility is located in Pennsylvania, has been extremely popular, awarding more than \$700,000 to 150 small business owners across the State since being launched in July 2004. This year, the program reached the limits of its funding in January, 5 months before its scheduled deadline of June 30, 2005. Small Business Advantage grants are awarded on a first-come, first-serve basis. With \$500,000 in redirected funds and additional support from other appropriations, the program will be able to reopen July 1. Past awards have gone to several companies to purchase idle-reduction equipment for their heavy vehicles. For more information, please go to <http://www.dep.state.pa.us/newsreleases/default.asp?ID=3410>

## **CONFERENCES, MEETINGS, AND WORKSHOPS**

### **DOE Clean Cities Conference to Highlight Idling Reduction**

Three sessions at the 11<sup>th</sup> Annual U.S. Department of Energy Clean Cities Conference on May 1-4, 2005, in Palm Springs, California, will highlight idling reduction. The first session will focus on meeting the needs of truckers, the second will discuss action plans to accelerate market adoption of idling reduction, and the third will present information from the manufacturers' perspective of on-board and off-board technologies. Clean Cities is a U.S. Department of Energy program that uses a network of more than 80 volunteer coalitions to develop public/private partnerships that promote alternative fuels and vehicles, fuel blends, fuel economy, hybrid vehicles, and idling reduction. For further information about the conference, please go to <http://www.afvi.org/palmsprings/program.html>

### **EPA Sets Meetings on Developing Consensus on National Model Idling Reduction Regulations**

An EPA workshop on May 6, 2005, in Baltimore, Maryland, will bring together representatives from trucking companies and associations, State air pollution control agencies, truck drivers, environmental organizations, and health associations for the first in a series of meetings to come to consensus on developing a model idling law governing heavy-duty trucks and buses. Many of the current laws differ from State to State, creating an inconsistent patchwork of laws that is confusing to truck drivers and fleets. The purpose of this and subsequent national meetings is twofold: (1) to raise awareness between States and the trucking industry about each other's needs and (2) to reach consensus on the specifics and framework for developing a

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model State anti-idling law. EPA plans to hold five meetings that will cover New England, the Mid-Atlantic, Midwest, Southeast, and West Coast regions. For more information, please see <http://www.epa.gov/smartway/>; Transport Topics, April 25, 2005; <http://www.ttnews.com/members/topNews/0012932.html>; and FleetOwner, April 13, 2005, [http://fleetowner.com/news/epa\\_anti\\_idling\\_model\\_law\\_041305/index.html](http://fleetowner.com/news/epa_anti_idling_model_law_041305/index.html)

## **FHWA Workshop to Focus on Financing Large Transportation Projects**

The Federal Highway Administration's Finance Technical Service Team is sponsoring a Transportation Finance Workshop from June 27 to 30, 2005, in San Francisco. This national workshop is intended for State Department of Transportation officials, Federal Highway Division Offices, and others involved in transportation project finance. Hot topics for this event will include Public-Private Partnerships, Innovative Revenue Sources, updates on the Transportation Infrastructure and Innovation Finance Act (TIFIA), State Infrastructure Bank (SIB), Grant Anticipation Revenue Vehicles (GARVEE) tools, and the decision framework for use of financing tools. The event will host breakout sessions that will discuss creating financial plans for mega-projects, financing on tribal lands and rural areas, and identifying new revenue sources. Further information about the workshop is available at <http://www.fhwa.dot.gov/resourcecenter/finwrkshop/> Source: Diane Turchetta, Federal Highway Administration

## **Cold Ironing Among Marine Issues to be Discussed at CARB Public Meetings**

The California Air Resources Board (CARB) staff will be holding public meetings on May 17-18, 2005, in Sacramento related to the maritime industry. CARB staff will be conducting workshops on regulatory activities for cargo-handling equipment at ports and inter-modal rail yards, auxiliary engines on ocean-going vessels, and cruise ship incineration. They will also conduct a public meeting to discuss the port electrification (cold ironing) feasibility study for ocean-going ships. Further information about these meetings can be found at <http://www.arb.ca.gov/msprog/offroad/marinevevss/meetings/05171805ws.pdf>

## **Presentations from Recent West Coast Collaborative Public Workshop Now Available**

Presentations from the March 21-22, 2005, Public Workshop of the West Coast Collaborative are now available on the Collaborative's website (<http://www.westcoastcollaborative.org/files/meetings/2005-03-21/index.htm>). Nearly 200 people attended this meeting to hear about the work that its partners are doing along the West Coast of the United States, Canada, and Mexico to reduce emissions from diesel sources. The West Coast Collaborative is a public-private partnership that is part of an overall national campaign to reduce diesel emissions. For more information, please contact Michelle Roos at [roos.michelle@epa.gov](mailto:roos.michelle@epa.gov) or Peter Murchie at [murchie.peter@epa.gov](mailto:murchie.peter@epa.gov).

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## REGULATORY ACTIVITIES

### Update on Proposed CARB Regulation to Limit Emissions from APU's

On March 23, 2005, CARB held a public workshop as part of its Heavy-Duty Diesel Vehicle Idling Emission Reduction Program. The agency is soliciting comments from the public regarding a modification to 13 CCR 2485, which currently limits idling of heavy vehicles having a gross vehicle weight rating (GVWR) of more than 10,000 pounds to no more than 5 minutes if they do not have sleeper berths. The modification would apply the 5-minute idling limit to all heavy-duty diesel vehicles operating in California, regardless of where they are registered. The regulation would apply to trucks equipped with sleepers and all model years starting in calendar year 2008. In addition, model year 2006 and older vehicles could operate a California- or Federal-certified auxiliary power unit (APU) system or an APU system that has a Level 3 verified particulate matter (PM) trap. If the vehicle is equipped with a 2007 model year or newer engine, its APU would have to have this PM trap.

CARB plans to have its staff report finished in May 2005 and present its findings at the Board hearing on July 21-22, 2005. The staff presentation is now up on the program website. Further information is available at <http://www.arb.ca.gov/msprog/truck-idling/truck-idling.htm> Source: Daniel Hawelti, CARB

### Georgia Considers New State-Wide Anti-Idling Regulation

The Georgia Environmental Protection Division (EPD) is drafting anti-idling regulations for diesel-powered vehicles to be enacted within the next 6 months. The goal is to reduce the amount of air pollution in Middle Georgia, both to help Bibb and Monroe counties achieve Federal air standards and to reduce health risks for school children and other residents. The State would like to help local governments develop their anti-idling laws so there will be some consistency, according to an EPD manager. A State rule could help because state regulators have more clout to pursue companies that ignore the rules. Georgia is considering a 5-minute time limit that would probably apply first to school buses and public transport fleets, then delivery vehicles, and eventually long-haul trucks and construction equipment. The subject of fines and enforcement are still being discussed, although a public education campaign may also be created. For more information, please go to Macon (Georgia) Telegraph for April 6, 2005. Source: Joe Tario, New York State Energy Research and Development Authority

### Bill to Allow Idling in Texas Advances

The Texas House has approved a bill that would allow truckers for the next 2 years to idle their rigs for Government-mandated rest periods. Lawmakers voted April 12 in favor of a bill to prohibit and limit adoption or enforcement of rules that ban trucks and other vehicles from idling when necessary to power a heater or air-conditioner while a driver is using the vehicle's

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sleeper berth for a mandated rest period. The bill, HB1540, now heads to the Texas Senate for further consideration. If approved by the Legislature and Governor Rick Perry, the law would override a recent Texas Commission on Environmental Quality ruling permitting cities to opt into a rule that would outlaw any idling for more than 5 minutes for any reason in a truck. However, one amendment added prior to the House floor vote prohibits idling while using a vehicle's sleeper berth within 1,000 feet of a public school. Violators could be fined up to \$500.

Current state law prohibits idling for longer than 5 minutes from April 1 to Oct. 31 in Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, and Waller counties. This bill would not change that. For further information about the latest news from Texas, please go to [http://www.landlinemag.com/todays\\_news/Daily/2005/Apr05/041905.htm#3](http://www.landlinemag.com/todays_news/Daily/2005/Apr05/041905.htm#3) Source: Paul Abelson, Land Line magazine, April 19, 2005

## Philly Laws No Longer an Idle Threat

Though they have been on the books since 1993, officials in Philadelphia have only recently decided to enforce two of the city's idling laws. Beginning May 2, 2005, truck and bus drivers in the city who leave their engines idling for longer than 3 minutes – except in cold weather, heavy traffic, and certain other cases – will risk being ticketed and paying a \$100 fine. In addition, the city's Department of Health has its own anti-idling rule, which carries a \$300 fine for trucks left idling longer than 2 minutes. The Health Department recently joined forces with the Philadelphia Parking Authority to increase enforcement of both rules, though each department will be responsible for its own rule.

According to *The Philadelphia Inquirer*, the health department had not enforced its regulation because it has only four inspectors on staff. Parking Authority officials told the *Inquirer* they did not know why their agency's idling law had not been enforced. Now, with their combined efforts, both groups are looking to step up enforcement and crack down on idlers.

[http://www.landlinemag.com/todays\\_news/Daily/2005/Apr05/042105.htm](http://www.landlinemag.com/todays_news/Daily/2005/Apr05/042105.htm)

## OTHER NEWS OF INTEREST

### CSX Establishes Hot Line in Teaneck for Complaints about Idling Trains

CSX Transportation, Inc., has established a toll-free number for Teaneck, New Jersey, residents to use when complaining about idling trains. This promise comes after a heated public hearing at which residents assailed the company for allowing trains to idle in residential neighborhoods for hours on end. While residents would prefer that the trains no longer stop in town, CSX representatives said that's not possible. Instead, idling locomotives that must stay in Teaneck for an extended period will be shut down after 2 hours, at least during the warmer months. CSX has arranged for one of its employees to review each complaint and provide a response; that number is (888) 396-3354.



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## Nation's First Hybrid Locomotive Gets to Work in California

On March 16, 2005, Union Pacific Railroad unveiled the Nation's first hybrid electric locomotive. The locomotive, dubbed the "Green Goat," is powered by a 290-horsepower Caterpillar diesel engine and two large battery banks. The Green Goat, which is manufactured by Railpower Technologies, is capable of running for up to 8 hours on battery power after which it switches to its diesel engine. The hybrid technology used in the locomotives differs slightly from technology used in hybrid cars and buses in that it does not have the capability to recapture energy from braking to recharge the batteries. The \$800,000 locomotive is a short-haul engine and will be used as a switcher to shift rail cars between tracks inside rail yards. It is estimated that nitrogen oxide (NO<sub>x</sub>) and particulate matter reductions will be approximately 80-90 percent. Additionally, by the end of 2005, Union Pacific is also expected to have replaced 38 percent of its fleet with new cleaner burning diesel locomotives. For more information about this hybrid locomotive, please go to [http://www.railpower.com/products\\_hl.html](http://www.railpower.com/products_hl.html). Source: Environmental and Energy Study Institute,

<http://www.eesi.org/publications/Newsletters/Clean%20Bus%20Update/March%202005.htm#funding#funding>

## Union Pacific Rail Yards Pollute More than Trucks Says CARB Study

In the first analysis of its kind, CARB, in cooperation with Union Pacific Railroad, quantified the toxic particles of diesel exhaust from the locomotives that idle around the clock in the 52-track J. R. Davis Yard in Roseville, California, the railroad's busiest hub west of the Rocky Mountains. CARB's calculation confirmed the train yard is the single largest generator of diesel exhaust in the six-county Sacramento region. For example, living within 300 feet of Interstate 80 in Roseville, a stretch traveled by an average 10,000 big trucks a day, increases the cancer risk 50-100 chances in a million, according to the study. By comparison, living within 300 feet of the yard's locomotive service and repair center boosts the cancer risk an average 950 chances in a million, the State analysis shows. The study's most surprising find, however, was not the volume of locomotive soot but the reach of its plume and the number of people potentially breathing the particles, which scientists have linked to increased cancer risk. CARB's computer analysis showed an aerosol of ultra-fine soot particles extending about 100 square miles and affecting an estimated 165,000 residents. For Union Pacific, the State findings helped pinpoint how it could change its rail yard operations to get the most emission reductions for the money. For more information, please see

<http://www.sacbee.com/content/news/traffic/story/12704241p-13556689c.html>. Source: Joe Tario, New York State Energy Research and Development Authority

## EPA Recognizes Clean School Bus Initiative in Tucson

The Tucson Regional Clean Cities Coalition, a program of the Pima Association of Governments (PAG), recently received a 2005 EPA Children's Environmental Health Award for its Clean School Bus USA initiative. The Clean Cities coalition has been working closely with school districts

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in Pima County and southern Arizona to promote and implement such initiatives as idling reduction, clean fuel driving training programs, and use of alternative fuels. *Source:* Colleen Crowinshield, PAG Clean Cities Coordinator

## **DOE-Sponsored MorElectric Technology Offers Alternative to Idling in Heavy Trucks**

The U.S. Department of Energy (DOE) and Caterpillar are currently running a demonstration project sponsored by DOE on five Cox Transfer trucks equipped with Caterpillar's MorElectric technology. The MorElectric system, a result of a DOE-Caterpillar cooperative agreement, not only eliminates the need to idle but also drives engine accessories electrically. This technology offers the driver the opportunity to use either a Caterpillar auxiliary power unit (APU) or a shore-power plug-in for use at some electrified truck stops. Early results on this project released at the recent Technology & Maintenance Council Annual Meeting showed a significant savings in fuel use when idling using the APU (0.2 gallon per hour instead of 0.9 gallon per hour). Fuel use and emissions in on-road use were reduced by 2 percent. For further information, please go to <http://news.thomasnet.com/fullstory/462180> and [www.catelectronics.com](http://www.catelectronics.com). *Source:* Joe Tario, New York State Energy and Research and Development Authority

## **New Idling Reduction Technologies Debut at Mid-America Trucking Show**

Webasto Product North America introduced its non-idling sleeper berth cooling system, dubbed BlueCool Truck, at the Mid-America Trucking Show (MATS) in Louisville, Kentucky. The patent-pending system is based on a cold-storage cell that is charged during the daytime while the truck is in operation. At night, the system runs separately from the vehicle's air-conditioner, using a small amount of electricity to circulate coolant and run four quiet fans, Webasto said. The 17,000-Btu cold-storage unit has demonstrated the ability to cool a truck's sleeper cab to below 70° F for approximately 9 hours, even in 90° F ambient temperatures, according to Webasto. The system was designed to be a cooling solution for present and future anti-idling regulations aimed at heavy-duty vehicles. Production will begin this summer. For more information, visit <http://www.webasto.us>. *Source:* Drivers Newsline, April 1, 2005, [http://driversmag.com/news/webasto\\_idle\\_mats\\_040105/](http://driversmag.com/news/webasto_idle_mats_040105/)

Another idling reduction device unveiled at MATS came from Thermo King, a unit of Ingersoll-Rand Company Limited, when it introduced its new TriPac Auxiliary Heating/Cooling Temperature Management System. The TriPac is designed to allow truckers to eliminate unnecessary idling while still providing engine preheating, battery charging, climate control, and power in truck cabs. The company announced that it had reached an agreement in principle to acquire the patents and intellectual property rights for the TriPac product from the inventor, David Swanson of Transport Refrigeration Inc. of De Pere, Wisconsin. The microprocessor-controlled TriPac is designed for easy operation. A driver can easily set truck cab cooling and heating for maximum comfort and perform truck engine preheating for easy starts in cold climates, according to the company.

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Other features include truck battery charging with automatic voltage sensing, 120V power for on-board appliances, and noise-dampening construction for quiet operation. Thermo King plans to have the new system available for customer purchase beginning May 16, 2005. Further information is available at <http://www.thermoking.com>. Source: Fleet Owner, April 1, 2005, [http://fleetowner.com/news/thermo\\_king\\_mats\\_apu\\_040105/index.html](http://fleetowner.com/news/thermo_king_mats_apu_040105/index.html)

Cummins, Inc., showed its ComfortGuard™ power system for integrated cab heating and air-conditioning in an International 9900ix truck at MATS. ComfortGuard is fully integrated with the truck heating and air-conditioning systems to provide a reliable and low-cost power supply. The system lowers fuel consumption and total engine emissions compared to vehicle engine idling. ComfortGuard achieves this by incorporating a 2-cylinder engine coupled with a high-performance Onan® electric generator. The company estimates that truck fuel economy can improve by up to 8 percent over a 12-month period, based on a typical 2,000 hours of ComfortGuard operation per year. ComfortGuard also cost effectively provides regulated 12-volt DC and 120-volt AC power for operating sensitive devices, such as laptops and microwaves in the cab. More information can be found at <http://www.cummins.com>. Source: Joe Tario, New York State Energy Research and Development Authority

## **"Everybody Wins" with Lane County, Oregon, APU Program**

In Lane County, Oregon, the Lane Regional Air Pollution Authority (LRAPA) has developed an innovative program that is designed to help truckers reduce their idling time through the use of APU's. The APU's are small generators that are added to the truck and provide heating, cooling, and power for the other amenities that long-haul truckers need. The result is a dramatic decrease in fuel consumption (about 80 percent) and a subsequent reduction in diesel emissions. With funding from the Oregon Department of Energy, LRAPA is providing low-cost, lease-to-own arrangements on the APU's for truckers who spend a majority of their idling time on the Interstate 5 corridor in Oregon. The goal of this project is to develop the infrastructure to support the APU technology and to install 100 APU's on heavy-duty trucks. This project will promote the use of APU's and demonstrate to the owner-operator the economic benefits of installing these devices. Building the infrastructure will encourage private enterprise to continue selling, installing, and servicing APU's.

Since the kickoff of the "Everybody Wins" program in October 2004, over 30 APU's have been installed, and dozens of owner-operators are next in line. Many of the APU models include optional "shore power" connections that enable the drivers to plug into electrified truck stops when available, which enables them to shut down the main engine and the APU. For more information, please contact Gordon Griffin at LRAPA ([gordon@lrapa.org](mailto:gordon@lrapa.org)) or go to <http://www.apucentral.com/>

## **IdleAire Gets New Funding to Add More Spaces across Country**

IdleAire Technologies of Knoxville, Tennessee, will receive \$146 million from a bond issue to create more parking spaces equipped with its system, according to the company.



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The funding would allow IdleAire to draw more cash, up to a possible total of \$200 million, to add facilities to as many as 70 truck stops in 28 States. IdleAire now operates facilities at 23 truck stops nationwide. The Colorado Education and Cultural Facilities Authority is setting up the bond issue. IdleAire said the funding would be used to provide "remotely available, online driver education and training." The company's services now include high-speed Internet access, in addition to heating and air-conditioning. That educational programming, the company said, will be delivered by the Driver Education and Idling Reduction Foundation, which is the Colorado affiliate of a national training foundation. Further information is available at [http://www.landlinemag.com/todays\\_news/Daily/2005/Apr05/041505.htm#7and](http://www.landlinemag.com/todays_news/Daily/2005/Apr05/041505.htm#7and) [http://www.idleaire.com/newsroom/releases/04\\_12\\_2005.jsp](http://www.idleaire.com/newsroom/releases/04_12_2005.jsp) Source: Land Line magazine, April 15, 2005

## **Texas Awards IdleAire Top Environmental Honor**

IdleAire will be awarded a 2005 Texas Environmental Excellence Award on May 3, 2005. The awards, the highest honor from the Texas Commission Environmental Quality (TCEQ), are presented annually to environmental projects across the State "that demonstrate the highest achievements in resource conservation, waste reduction and pollution prevention," according to the TCEQ. IdleAire is receiving this very prestigious award in the Technology Innovation category. IdleAire has six Advanced Travel Center Electrification locations in Texas, including three in El Paso and one each in Dallas, San Antonio, and Baytown. At the time of the award nomination, those locations had reduced the idling of long-haul trucks by nearly 1 million hours, conserving a million gallons of fuel and reducing diesel emissions in the State's air by nearly 22 million pounds. TCEQ's selection process included interviews with truck fleet and travel center chain executives as well as long-haul drivers, and a visit to an IdleAire site. For more information, please see [http://www.idleaire.com/newsroom/releases/04\\_22\\_2005.jsp](http://www.idleaire.com/newsroom/releases/04_22_2005.jsp). Source: John Doty, IdleAire

## **Kentucky to Put In Truck Stop Electrification**

Beginning in August 2005, the Kentucky Transportation Cabinet will install 50 truck stop electrification slots on Interstate 75 in northern Kentucky. An additional 50 slots will be installed on Interstate 24 in Christian County by May 2006. For more information, please go to <http://transportation.ky.gov/News/4-18-05-2.htm>. Source: Joe Tario, New York State Energy Research and Development Authority

## **Back Issues of National Idling Reduction Network News Available On-Line**

If you are a new subscriber or have misplaced your issue of this newsletter, all issues are now located at [http://www.eere.energy.gov/vehiclesandfuels/resources/fcvt\\_national\\_idling.shtml](http://www.eere.energy.gov/vehiclesandfuels/resources/fcvt_national_idling.shtml).

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## Summary of State Anti-Idling Regulations

Look at the document at the following site for the most up-to-date list of regulations in States and municipalities that cover anti-idling regulations ([http://www.atrionline.org/research/results/idling\\_chart.pdf](http://www.atrionline.org/research/results/idling_chart.pdf)), although it does not include the changes in Pittsburgh. If your State or municipality has changed anything listed here or if it is in error, please let us know, and we'll make sure to inform our readership. This newsletter is also a place to let people know that you are thinking of adding or changing regulations and are soliciting comments.

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